

COUNCIL  
AGENDA

JUL 28 1975

PROCEEDINGS  
MONDAY, JULY 28, 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
1. <u>CITY COUNCIL MEETING</u>	1:30 P.M.	Council Chambers

Prepared by: Clerk's Department  
Date: July 24, 1975  
Time: 2:30 P.M.

NOTE: If the above items are changed in any way, you will be advised prior to the commencement of the meeting by the Chairman.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.



THE COUNCIL OF  
THE CORPORATION OF THE CITY OF MISSISSAUGA

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A G E N D A

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DATE: MONDAY, JULY 28, 1975  
TIME: 1:30 P.M.  
PLACE: CITY COUNCIL CHAMBERS  
1 City Centre Drive,  
Mississauga, Ontario.

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1. PRAYER

2. MINUTES OF COUNCIL MEETINGS: - July 14, 1975  
July 21-23, 1975  
Verbal motion July 23, 1975

3. DEPUTATIONS:

- (a) FILE ERIN MILLS SOUTH COMMON - Mr. J. Murray,  
Architect for Erin Mills, re zoning by-law for  
South Common.
- (b) FILE T-23237 - SIDMORE DEVELOPMENTS - Mr. J. Rogers  
re Committee of Adjustment and 5% requirement on  
Industrial subdivision.
- (c) FILE 7-75 - CLERK'S GENERAL - Mr. Al. Hicks re  
Farmers' Market at Square One. (See attachment I-1)
- (d) FILES OZ-21 and 22-75 - WHITEHALL DEVELOPMENTS -  
Mr. D. Fleming re developments in Meadowvale area.

4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-15
- (b) ITEMS REQUIRING ACTION - Nil

July 28, 1975.

6. NOTICES OF MOTION

Nil

7. REPORTS FROM MUNICIPAL OFFICERS

- (a) Report from Planning Staff re Files OZ-21-75 and OZ-22-75 - Whitehall Developments (Meadowvale area)  
Report not available at the time of preparing this agenda. It will be distributed to Councillors at the Council meeting.

- (b) R-1 - File Etobicoke By-laws

Report dated July 24, 1975 from Planning Commissioner stating no objection to Etobicoke restricted area by-laws 3605, 3606, 3607 and 3608. Resolution is available.

8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS

Verbal motion

9. COMMITTEE REPORTS

- (a) GENERAL COMMITTEE REPORT JULY 16, 1975  
(b) GENERAL COMMITTEE REPORT JULY 23, 1975

10. COMMITTEE TO RISE

Verbal motion

11. PETITIONS

Nil

12. UNFINISHED BUSINESS

Nil

July 28, 1975.

13. BY-LAWS

Verbal motion to give required number of readings.

- #286-75 - A By-law to authorize execution of an Agreement between The Corporation of the City of Mississauga and the City of Mississauga Fire Fighters Association, Local 1212.

THREE READINGS REQUIRED

- #287-75 - A By-law to stop up part of an allowance for road in the City of Mississauga to be used for park purposes. (As approved by Council in Resolution 125, February 24, 1975. Closing of part of Twin Oaks Dell, Registered Plan 489)

TWO READINGS REQUIRED

- #288-75 - A By-law to purchase lands and accept a Deed of Conveyance. (This is with respect to Bassett property at 1355 Melton Drive. As authorized by Council at its meeting May 12, 1975)

THREE READINGS REQUIRED

- #289-75 - A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (Lands being deeded to the City by M. Crysdale and E. Kennedy for widening of Mississauga Road in part of Lot 10, Third Range, C.I.R.)

THREE READINGS REQUIRED

- #290-75 - A By-law to transfer land. (Block B, Plan T-21897, to be sold to abutting owners for \$1.00 subject to a covenant being set out in the deeds stating that the lands may not be reassembled and developed as a building lot. As recommended by General Committee Nov. 7, 1973, and adopted by Council on Nov. 12, 1973.)

THREE READINGS REQUIRED

July 28, 1975.

13. BY-LAWS CONTINUED

- #291-75 - A By-law to authorize execution of an Agreement.  
(Contract P.N. 74-072 awarded to Grand Royal  
Paving by resolution #449, July 14, 1975. Re-  
construction of Stonehouse Crescent)  
THREE READINGS REQUIRED

- #292-75 - A By-law to authorize execution of an Agreement  
for municipal purposes. (Contract P. N. 75-011,  
awarded by resolution #428, July 14, 1975, to  
Fermar Paving Limited - Asphalt Pavement Repairs.  
THREE READINGS REQUIRED

- #293-75 - A By-law to authorize the execution of a Financial  
Agreement and an Engineering Agreement between  
Glenleven Properties Limited and the Corporation  
of the City of Mississauga. (File T-17968, Phase 2.  
All City requirements have been met. Lands are  
located south of the Lakeshore Road, west of  
Bexhill Road.)  
THREE READINGS REQUIRED

- #145-75 - A By-law to authorize an application to The Ontario  
Municipal Board for approval of a capital expendi-  
ture in the amount of \$235,000.00 (of which  
\$141,000.00 is to be debentured) for reconstruction  
of Britannia Road from Second Line East to Dixie  
Road. (This project has now received O.M. B.  
approval and is ready for third and final reading.)  
THIRD READING REQUIRED

- #294-75 - A By-law to authorize the temporary borrowing of  
\$235,000.00 (of which \$141,000.00 is to be debentured) pending the issue and sale of debentures.  
(To provide temporary financing for road works  
in By-law 145-75)  
THREE READINGS REQUIRED

- #152-75 - A By-law to authorize an application to The Ontario  
Municipal Board for approval of a capital expendi-  
ture in the amount of \$60,000.00 for construction  
of a storm sewer in the City of Mississauga. (On  
Delco Avenue. Approval has been granted by O.M.B.)  
THIRD READING REQUIRED



July 28, 1975.

13. BY-LAWS CONTINUED

- #295-75 - A By-law to authorize the temporary borrowing of \$60,000.00 pending the issue and sale of debentures. (This will provide for temporary financing for storm sewer construction on Delco Avenue as set out in By-law 152-75.)

THREE READINGS REQUIRED

- #82-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$27,300.00 (of which \$27,300.00 is to be debentured) for construction of a storm sewer extension from Steepbank Crescent to Etobicoke Creek in the City of Mississauga. (This project has now received O.M.B. approval)

THIRD READING REQUIRED

- #296-75 - A By-law to authorize the temporary borrowing of \$27,300.00 pending the issue and sale of debentures. (This will provide for temporary financing for storm sewer construction in by-law 82-75.)

THREE READINGS REQUIRED

- #297-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$50,000.00 for reconstruction of a concrete parapet and walls and aluminum handrailings in the City of Mississauga.

TWO READINGS REQUIRED

- #298-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$300,000.00 (of which \$150,000.00 is to be debentured) for the reconstruction of Church Street from Ontario Street to Main Street.

TWO READINGS REQUIRED

- #299-75 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$22,000.00 for reconstruction of a storm sewer outlet in the City of Mississauga. (On easements on the southerly bank of the Credit River.)

TWO READINGS REQUIRED

July 28, 1975.

13. BY-LAWS CONTINUED

- #300-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$20,000.00 for revetment works for Lochlin Trail in the City of Mississauga.

TWO READINGS REQUIRED

- #301-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$840,000.00 (of which \$200,000.00 is to be debentured) for reconstruction of Dundas Street from Old Carriage Road to Wolfedale Road.

TWO READINGS REQUIRED

- #302-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$18,000.00 for reconstruction of a culvert in the City of Mississauga. (Improvement of twin culvert - Contour-Bexhill Drive)

TWO READINGS REQUIRED

- #303-75 - A By-law to authorize execution of an Agreement re exchange of Lands. (Exchange of lands between the C.P.R. and the City - Hensall Circle and Old Station Road. As recommended by G.C. May 7, 1975, Item #507 and Staff Management Committee Report June 3, 1975.)

THREE READINGS REQUIRED

- #304-75 - A By-law to accept a Deed of Land. (Lands for future extension of Stillmeadow Road, conveyed to the City by F. and H. Ezard. Requirement of the Committee of Adjustment under File CAB 318/74-M.)

THREE READINGS REQUIRED

- #305-75 - A By-law to authorize execution of an Agreement. (Agreement with Markborough Properties Limited for recreational facilities in Meadowvale South as set out in Council's resolution #327 passed on May 26, 1975.)

THREE READINGS REQUIRED

July 28, 1975.

13. BY-LAWS CONTINUED

- #306-75 - A By-law to set aside for specific purposes part of the monies received from subdividers under agreements. (This is to provide funds to purchase the Brenckman property (Street House) in the former Town of Streetsville)

THREE READINGS REQUIRED

- #307-75 - A By-law to authorize the execution of an Engineering Agreement between Javic Holdings Limited and 249631 Investments Limited and The Corporation of the City of Mississauga. (Office complex on the north side of Dundas Street, approximately two blocks west of Highway #10. All requirements have been met.)

THREE READINGS REQUIRED

- #308-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$236,500.00 (of which \$128,500. is to be debentured) for the installation of Traffic Signal lights at thirteen locations.

TWO READINGS REQUIRED

- #309-75 - A By-law to authorize execution of an agreement for municipal purposes. (Contract for P.N.74-074, awarded to Grand Royal Paving for construction of Havenwood Drive Extension.)

THREE READINGS REQUIRED

- #310-75 - A By-law to authorize execution of an agreement for municipal purposes. (Contract P.N. 74-117, awarded to H.M.A. Construction for construction of storm sewers on Steepbank Crescent.)

THREE READINGS REQUIRED

- #311-75 - A By-law to adopt Amendment 255 to the Official Plan. (OZ-74-74 - Ring Rd. Construction. To change zoning on lands on S/W corner of Camilla Rd. and Dundas to permit construction of an office building.)

THREE READINGS REQUIRED



13. BY-LAWS CONTINUED

- #312-75 - A By-law to adopt Amendment 256 to the Official Plan. (File OZ-19-73 - Dunbar Meadows - corner of Argyle Road and Dunbar Road - change in zoning to permit construction of town houses.)

THREE READINGS REQUIRED

- #313-75 - A By-law to remove certain lands from part-lot control. (This will remove subdivision control from certain blocks zoned for semis in Plans M-77 and M-78, located south of Dundas and west of Stillmeadow Road.)

THREE READINGS REQUIRED

- #314-75 - A By-law to authorize the execution of a Transfer of Easement. (Release of an easement not required by the City, for Sidmore Industrial Development proposal east of Dixie Road and North of Britannia.)

THREE READINGS REQUIRED

- #315-75 - A By-law to stop up part of an allowance for road in the City of Mississauga. (To stop up a portion of Mississauga Road near Erindale College in exchange for lands running north-westerly from the Old Dundas St. Road allowance.)

TWO READINGS REQUIRED

- #316-75 - A By-law to establish certain lands as part of the municipal highway system. (Lifting of a one foot reserve to allow legal access to Standard Industries industrial development located east of Dixie Road and north of Eglinton Ave.)

THREE READINGS REQUIRED

- #317-75 - A By-law to authorize the execution of a Transfer of Freehold Land. (Transfer from the City to M. T. C. of a 1 ft. reserve being Block Y on R.P. M-35 - located south of Derry Road and west of Indian Line.)

THREE READINGS REQUIRED



July 24, 1975

13. BY-LAWS CONTINUED

- #318-75 - A By-law to authorize the execution of an Easement Agreement. (External easement over Hydro lands to the Chasi Subdivision - located west of South-down Road and south of South Sheridan Way.)

THREE READINGS REQUIRED

- #319-75 - A By-law to establish certain lands as part of the municipal highway system. (Road widenings along Stanfield Road acquired by the Municipality that were never established as part of the road system.)

THREE READINGS REQUIRED

- #320-75 - A By-law to establish certain lands as part of the municipal highway system. (One ft. reserves in the Markborough subdivision in Streetsville that were not previously lifted - Dunray Court, Bowshelem Court and Falconer Drive.)

THREE READINGS REQUIRED

- #321-75 - A By-law to authorize the execution of an Engineering Agreement between Cadillac Fairview Corporation and the Corporation of the City of Mississauga. (All City requirements have been met. Easement required for trunk sewer works in Neighbourhood 107A.)

THREE READINGS REQUIRED

- #322-75 - A By-law to authorize the execution of an Easement Agreement and a Release and Abandonment Agreement. (Temporary sewer easement received from Cadillac Fairview and no longer required, is now being released back to them. East of Winston Churchill Blvd. and north of Burnhamthorpe.)

THREE READINGS REQUIRED

- #323-75 - A By-law to execute an Agreement. (Agreement between the City and Transcanada Pipelines with reference to a pipeline on City-owned lands. The location of a line at Derry Road and Winston Churchill Ave. is being changed. Approved by Engineering Department.)

THREE READINGS REQUIRED

July 24, 1975.

13. BY-LAWS CONTINUED

- #324-75 - A By-law to amend By-law Number 5500 as amended.  
(File OZ-24-70 - Cadillac Fairview Corporation.  
To change zoning from RR to RM7D4-Section 702,  
DC-Section 703, R3, O1 and G, for lands located  
West of Erin Mills Parkway, south of Burnhamthorpe  
Road. Requirements will be picked up in processing  
of T-24839)

THREE READINGS REQUIRED

- #325-75 - A By-law to execute a Housekeeping Agreement.  
(Between Reginald Galway and the City. Condition  
for issuance of a building permit for a commercial  
development at 20 Queen Street North, Mississauga  
(Streetsville)

THREE READINGS REQUIRED

- #326-75 - A By-law to appoint an Acting Mayor for The Corpor-  
ation of the City of Mississauga. (To appoint  
Councillor Searle as Acting Mayor from September  
13 to 28th inclusive.)

THREE READINGS REQUIRED

- #327-75 - A By-law to authorize execution of an Agreement.  
(Contract P. N. 75-016 - Weed Control, awarded to  
Clintar Spray & Environmental Enterprises Inc.)

THREE READINGS REQUIRED

- #328-75 - A By-law to authorize execution of an Agreement.  
(Contract P. N. 74-072 - reconstruction of Stone-  
house Crescent awarded to Grand Royal Paving  
Company Limited. )

THREE READINGS REQUIRED

- #329-75 - A By-law to execute a Grant of Easement. (Easement  
from Cadillac Fairview - located east of Winston  
Churchill Blvd and north of Burnhamthorpe Road.)

THREE READINGS REQUIRED

- #330-75 - A By-law to execute a Grant of Easement. (Easement  
from Cadillac Fairview - located east of Winston  
Churchill Blvd. and north of Burnhamthorpe Road.)

THREE READINGS REQUIRED

July 24, 1975.

13. BY-LAWS CONTINUED

#331-75 - A By-law to set aside for specific purposes part of the monies received from subdividers under agreements. (To provide for additional costs in the amount of \$1,110.00 in connection with the purchase of the Cathcart property, Godfrey's Lane.)

THREE READINGS

14. MOTIONS

- (a) To amend Item 13 of consolidated report re File T-24622, S. Silverberg. Resolution available.
- (b) Urban Equities request to preservice in File 24034 and to build 12 model homes. Resolution available.
- (c) Award contract for 74-082 - Brentano Blvd. and Laughton Ave. Resolution available
- (d) Award contract for storm sewers Green Glade. P.N. 74-121. Resolution available.
- (e) Clerk to advise O.M.B. by-law 273-75 in conformity with official plan. -Resolution available. OZ-8-71.
- (f) Clerk to advise O.M.B. by-law 274-75 in conformity with Official Plan. Resolution available. OZ-79-73
- (g) Clerk to advise O.M.B. By-law 272-75 in conformity with official plan. Credit Valley Golf Club. Resolution available.
- (h) Award contract for asphalt emulsion, P.N. 75-033 to Flintkote. Resolution available.
- (i) Award contract for Lochlin Trail revetment, P.N. 74-157 to Lisanti Projects. Resolution available.
- (j) Award contract for Justine Drive revetment, P.N. 74-156 to Lisanti Projects. Resolution available.

July 24, 1975.

14. MOTIONS CONTINUED

- (k) H. McCallion -  
Signing of GO parking lots. Resolution required.
- (l) H. McCallion -  
Meadowvale South concept plan. Resolution required
- (m) H. McCallion -  
Acquisition of land from Tube Vendors & Fabricators.  
Resolution required.
- (n) H. McCallion -  
Master Provincial Plan. Resolution required.
- (o) M. Spence -  
Proposed O.H.C. development on Lakeshore Road West.  
Resolution required.
- (p) To adopt General Committee Report - July 16.
- (q) To adopt General Committee Report - July 23.
- (r) That the corporation not object to certain Etobicoke  
restricted area by-laws. Resolution available.

15. NEW BUSINESS

Nil

16. COUNCIL TO MOVE INTO COMMITTEE FOR IN CAMERA ITEM

Verbal motion

17. COMMITTEE TO RISE

Verbal motion

18. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion for required number of readings

19. ADJOURN

Verbal motion





City of Mississauga

MEMORANDUM

R-1

To T. L. Julian From R. G. B. Edmunds  
Dept. Deputy City Clerk Dept. Planning

July 24, 1975  
File: Etobicoke

Dear Sir:

Re: Borough of Etobicoke By-laws  
3605, 3606, 3607 and 3608

We have examined the above-noted by-laws which propose to amend the Township of Etobicoke Zoning By-law 11,737, the former Town of Mimico Zoning By-law 1930, the former Town of New Toronto Zoning By-law 2215, and the former Village of Long Branch Zoning By-law 23/64 with respect to defining Private Home Day Care and Day Nursery Centres, and permitting this use in all residential, and in "Institutional and Public" zones.

We can see no reason for objecting to the approval of these By-laws.

Yours very truly,

*John Duvell*  
for R. G. B. Edmunds,  
Commissioner of Planning.

TM/gt

July 23, 1975

I-1

Mayor & Members of Council

Re: Farmers Market

The Mississauga Central Lions Club has undertaken as a service project, the establishment of a Farmers Market at Square One.

We have been in contact with 600 farmers in the Peel-Halton area and are presently obtaining commitments from them. The Ministry of Agriculture has been contacted as will be the appropriate health inspectors.

In a very short period of time, we have been able to do a great deal of work and are eager to get an early start.

Our proposal is to start officially on August the first and continue until the end of the growing season. The hours would be from early afternoon to 9:30 p.m.

While we see that initially this will not be a money maker; if any profit is generated, it would of course, be turned back into community projects.

At our presentation we will have available the rules and regulations of the market and a more complete description of the project.

We do hope to gain your support for what we feel is a very worthwhile venture, by passing a resolution to allow us to operate the market.

Yours truly,

Al Hicks,  
President-Mississauga Central Lions Club

JH/rf

TO BE RECEIVED



City of Mississauga  
MEMORANDUM

I-2

To T. L. JULIAN  
Dept. DEPUTY CITY CLERK

From R. G. B. EDMUNDS  
Dept. COMMISSIONER OF PLANNING

**RECEIVED**

REGISTRY NO. 6285  
DATE JUL 18 1975  
FILE NO. 22-75  
CLERK'S DEPARTMENT

July 17, 1975.

FILE: SP 163, 166, 166 (c)

Dear Mr. Julian:

RE: PROPOSED HIGHWAY 403

Enclosed is a copy of a letter received from the Ministry of Transportation and Communications in response to the following Council resolution of May 26, 1975:

"Whereas the Provincial presentation of the Parkway Belt included 403; be it resolved that in light of the proposed recommendations of the Official Plan Consultants that the City of Mississauga contact M.T.C. for their comments."

Would you please have this information placed on a future Council agenda.

Yours very truly,

R. G. B. Edmunds,  
Commissioner of Planning.

JM/lis  
Enc.

TO BE RECEIVED

Transportation and  
Communications

Planning Division  
1201 Wilson Avenue  
3rd Floor, West Tower  
Downsview, Ontario  
M3M 1J8

I-2a

July 10, 1975

Mr. R. G. B. Edmunds,  
Commissioner of Planning,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario  
L5B 1M2

Dear Mr. Edmunds:

Proposed Highway 403  
Your Files: SP 163, SP 166

*Could  
have  
a copy  
of  
this*

This is in response to your letter dated June 12, 1975 which included Council's resolution passed on May 26, 1975 concerning the Parkway Belt and proposed Highway 403 and is further to your telephone conversation with Mr. Ballantine on July 8, 1975.

This Ministry concurs with Council that the consultant's reports be received as input to the Mississauga official plan review process to be carried out by your in-house "Official Plan Task Force". I understand that the Technical Advisory Committee and the Transportation Sub-Committee (one of eight sub-committees) held their first meetings and work is underway on the review of your transportation system.

We have appointed Mr. Ballantine to provide liaison in the preparation of your Official Plan through the above committees.

The Ministry will also be working with Regional staff to assist in the coordination of inter-regional transportation issues.

Yours truly,

*G. H. Johnston*  
G. H. Johnston,  
Executive Director

*GHJ*  
GHJ/RAB/pt  
cc: T. L. Julian.





I-3

Office of the  
Minister

Ministry of  
Transportation and  
Communications

416/965-2101

Ferguson Block  
Queen's Park  
Toronto Ontario

July 16th, 1975.

Mr. D. R. Furcotte,  
City Clerk,  
1 City Centre Drive,  
Mississauga, Ontario.

RECEIVED	
REGISTRY NO.	6247
DATE	JUL 17 1975
FILE NO.	22-75
CLERK'S DEPARTMENT	

Dear Sir:

Please advise your Council that I have directed a second advance payment of subsidy in the amount of **\$1,069,500.** to be made to your Municipality.

The amount is a further 30% of your initial subsidy allocation rounded to the nearest \$50.00.

A cheque in this amount will be mailed to the Treasurer of your Municipality in due course.

Yours sincerely,

John R. Rhodes,  
Minister.

TO BE RECEIVED. COPIES HAVE  
BEEN SENT TO D. OGILVIE & W. MUNDEN



Ontario

I-4

Ministry of Treasury  
Economics and  
Intergovernmental  
Affairs

Queen's Park  
Toronto Ontario

July 14, 1975

Mr. D. R. Turcotte, Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

<b>RECEIVED</b>	
REGISTRY NO.	6326
DATE	JUL 21 1975
FILE NO.	163-75
CLERK'S DEPARTMENT	

Dear Sir:

Upon the presentation of the Interim Draft, Parkway Belt West Plan on the 23rd of May, the provincial Treasurer, the Hon. W. Darcy McKeough, stated that he would appreciate the 19 affected municipalities making a review of the Plan as quickly as possible.

In his statement to the House, Mr. McKeough suggested that the final Draft Development Plan, it was hoped, would be published within the next couple of months. In his impromptu remarks to the municipal officials assembled in the Ontario Room, the suggestion was made that this response would be appreciated before the end of July.

In keeping with this, may I take this opportunity to remind you and your Mayor and Council that we would appreciate receiving such comments as you may have, and that our staff is available to discuss the Interim Draft Plan at your convenience. Thank you for your kind co-operation in this matter.

Yours sincerely,

Kevin Lethbridge  
Director  
Project Development Branch

TO BE RECEIVED. HAS BEEN  
REFERRED TO R. EDMUNDS



A 741579

I-5

Ontario Municipal Board

IN THE MATTER OF Section 42  
of The Planning Act (R.S.O.  
1970, c. 349) as amended,

- and -

IN THE MATTER OF an appeal by  
Joseph Hrusko from a decision  
of the Regional Municipality  
of Peel Land Division Committee

RECEIVED
REGISTRY
DATE Jul 21
FILED
CLERK'S DEPARTMENT

BEFORE:

D. S. COLBOURNE,  
Member

) Tuesday, the 15th day  
) of July, 1975  
)

UPON APPEAL from a decision of the Land Division  
Committee dismissing an application by Joseph Hrusko  
for consent to convey lands being composed of part  
of Lot 1, Plan C89 in the City of Mississauga;

THE BOARD ORDERS, that this appeal is hereby dismissed.

C. SARUYAMA  
ACTING SECRETARY

ENTERED
O. B. No. A741-4
Folio No. 65
JUL 17 1975
<i>H. B. Clark</i>
SECRETARY, Ontario Municipal Board

TO BE RECEIVED. COPY HAS BEEN  
SENT TO B. CLARK

*Send to Bureau* I-6  
551 Comanche Rd.,  
Mississauga, Ontario,  
L5H 1W3,  
July 18, 1975.

RECEIVED	
REGISTRY NO.	6454
DATE	JUL 23 1975
FILE NO.	86-75
CLERK'S DEPARTMENT	

Mayor M. L. Dobkin,  
City Hall,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Mayor Dobkin,

I know that you are well aware of the extremely adverse effects which the recent experiment had on traffic in the streets of Mississauga and I have no doubt that you must have played an active part in the quick termination of the foolish experiment. Apparently the experiment has been stopped only on a temporary basis and it is for this reason I am writing to you to ask for some safeguards in the event that the lights are re-activated and to explain my particular objections to the limited access system. In particular I wish to point out that experiment was carried out in the summer months when traffic is relatively light - one can hardly imagine the added chaos which would result should the experiment be attempted again in September!

My location and situation:

I live South of QEW and travel North on Mississauga Rd. each morning at about 7.50 a.m. to travel East on QEW. Although I am located only two blocks South of the highway I never have any difficulty in gaining access from my street onto Mississauga Rd. (except perhaps in worst winter weather) neither is the traffic ever backed up (to the South) essentially beyond the curved access ramp to the highway, in fact, on most mornings in the summer month the access is immediate.

Results of the experiment.

- 1) Traffic was backed up South on Mississauga Rd. to Indian Rd. and beyond.
- 2) Traffic attempting to go North on Mississauga Rd. beyond QEW (under the highway) was unable to do so. On approaching the "jammed up" ramp such traffic would attempt to pull out of the line-up to travel North - this caused at least one accident close to the intersection.

✓ REFERRED TO W. TAYLOR  
FOR REPORT #824



I-6a

July 18, 1975

Mayor M. L. Dobkin

- 3) Time of journey from the junction of Indian Rd. and Mississauga Rd. to QEW at Cawthra was increased by about 9 minutes.
- 4) Access from my street on to Mississauga Rd. was rendered extremely difficulty.

Resulting hazards:

- 1) Traffic back-up created a hazard to pedestrians attempting to cross Mississauga Rd. In September it would be particularly hazardous to public school children living East of Mississauga Rd. who attend Tecumseh School (the possibility of children running out between a line of stalled cars right into fast moving traffic in the opposite direction).
- 2) Traffic back-up caused vehicle accidents in the streets of Mississauga.
- 3) Traffic back-up caused exhaust fumes and pollution in the residential streets of Mississauga.
- 4) Access to my area for emergency vehicles (such as an ambulance or fire engine) was greatly impeded.

Safeguards:

If the system should be re-activated I am asking for the following safeguards:

- Observers should be placed in the streets of Mississauga to warn the operators of the system of any significant traffic back-up - whereupon the lights should immediately revert to constant green. (I notice that, whereas there are all kinds of observations being made of the QEW traffic volume and speed - using visual or electronic means - there seems to be a complete absence of any observation regarding the traffic back-up in the streets.)
- If the province persists in creating a traffic back-up into the streets of Mississauga, then additional police should be assigned to these areas to help prevent incidents of damage and/or personal injury. In particular, special consideration should be given to the safety of school children.

I-66

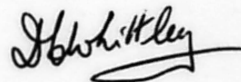
-3-

July 18, 1975

Mayor M. L. Dobkin

The main difficulty seems to lie in the capacity volume of traffic coupled with a poor feed on to the QEW at #10 highway which is immediately downstream of the bridge (acting as a throttling device). Under these circumstances I seriously doubt that traffic metering can help (unless by traffic metering one infers cutting volume by creating back-up). It has been suggested that a longer merge lane from #10 on to QEW going East might help the situation.

The long term problem we face relates directly to strip development along the lakeshore. A similar situation exists in the San Francisco Bay area and has been solved by introducing parallel highways - hence the urgent need for highway 403 and extension of the Queensway.



D. C. Whittley

DCW:ap

cc: Councillor Mary H. Spence



## Toronto Area Transit Operating Authority

3625 DUFFERIN STREET, DOWNSVIEW, ONTARIO M3K 1Z2 (416) 630-2635

MEMBERS  
A.T.C. McNAB  
Chairman  
P.V. GODFREY  
Municipality of Metropolitan  
Toronto  
L.H. PARSONS  
Regional Municipality of York  
G.E. WRIGHT  
Regional Municipality of York  
Managing Director  
W.T. HOWARD

I-7

8th July, 1975.

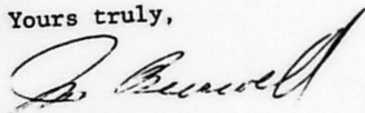
The Mayor and Members of Council,  
The Corporation of the City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2.

Dear Mayor & Members of Council,

The Members of the Authority, at their Meeting  
on July 4th, 1975, considered your letter of June 24th,  
1975 and passed the following Resolution:

"That the City of Mississauga be advised that  
no application for approval of the Mississauga  
Transit Facility has been received by TATO  
and until such time as an application is  
received, consideration of the matter be  
deferred."

Yours truly,

  
J. M. Burwell,  
Director,  
Finance & Administration.

RECEIVED
REGISTRY NO. 6352
DATE JUL 21 1975
FILE NO. 188-75
CLERK'S DEPARTMENT

:js

TO BE RECEIVED.



## Toronto Area Transit Operating Authority

100, DUFFERIN STREET, DOWNSVIEW, ONTARIO M3K 1Z7 (416) 630-2605

July 14, 1975.

MEMBERS  
A.T.C. McNab  
Chairman  
P.V. GODFREY  
Municipality of Metropolitan  
Toronto  
L.H. PARSONS  
Regional Municipality of Peel  
G.E. WRIGHT  
Regional Municipality of York  
Managing Director  
W.T. HOWARD

I-8

Mayor M. L. Dobkin, M. D.  
City of Mississauga  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2.

Dear Mayor Dobkin:

This is in reply to your letter of July 3rd, dealing with the matter of the proposed Mississauga Transit Facility, to which was attached copy of your report to Council on this matter. It is my understanding that our Authority Secretary has indicated to you the action taken at its meeting of July 4th, in respect to your letter of June 24th and indicated the Authority's resolution.

From the comments in your letter it would appear that you are not completely aware of the circumstances surrounding the discussions in respect to the transit facility at our meeting of July 4th. First of all, the Authority did not make any judgment in this matter but rather, concern was expressed that approved tendering procedures were not being utilized.

Since we had not been a party to the discussions involving the method of awarding the contract, we did not have any official knowledge of what was anticipated. To that point our involvement in discussions on the transit facility had been confined to the technical aspects as to location, design of the facility, etc. The action decided on was merely that of advising the Minister of our concern. Unfortunately, since this was not originally an agenda item for that meeting, it was thought of and brought up after the public portion of the meeting had ended. I would also point out that until the meeting of July 4th, the Minutes of the June 6th meeting were still in draft form and had not been adopted by the members of the Authority.

TO BE RECEIVED

RECEIVED	
REGISTRY NO.	6351
DATE	JUL 21 1975
FILE NO.	10-75
CLERK'S DEPARTMENT	

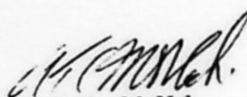


You express concern that the Authority took "precipitous action without knowing all of the facts". To that I would say that we certainly did not have all the facts and were bringing it to the Minister's attention so that the responsible person would know of our concern and determine whether it was valid.

I would assure you that after our Minutes dealing with all our meetings are adopted, they are available to the public and certainly it is not our policy to conduct our meetings as what you refer to as a kangaroo court, and we do not discuss in secret matters affecting participating municipalities.

I sincerely hope that my comments will assist in clarifying this matter since it is essential, in the interests of the overall transit service to the public, that our efforts be co-ordinated to the greatest extent possible. This can only be accomplished by complete co-operation by all parties. We recognize the excellent service being provided by Mississauga Transit and the excellent plans it has for the future and you can be certain that the Authority members and staff will do everything we possibly can to provide assistance to you.

Yours sincerely,



A. T. C. McNab  
Chairman & Chief Executive Officer

I-8b

July 3, 1975.

Mr. A. T. C. McNab, Chairman  
Toronto Area Transit Operating Authority  
3625 Dufferin Street  
Downsview, Ontario  
M3K 1Z2

Dear Mr. McNab:

I was most distressed that at your regular TATO A meeting of June 6, 1975, the Board of Directors of TATO A saw fit to move into camera to deal with the proposed Mississauga Transit Facility, and to pass judgement on it.

I feel that your Authority did not have all of the facts on which to base your judgement. I also feel that while there may have been some weak justification for dealing with it in-camera because you were discussing a contract, nevertheless it was the duty of your Authority to have publicly passed your resolution of concern which was directed to the MTC and to have had the courtesy and decency to inform the Council of the City of Mississauga. That resolution should also have appeared on the published minutes of your meeting.

I feel that you have taken a precipitous action without knowing all of the facts. I also feel that TATO A has discredited itself, for I feel that in this instance TATO A has acted not as a responsible public body, but rather as a kangaroo court.

One wonders how many other items TATO A has dealt with in secret, which have had a major effect on the participating municipalities within the present TATO A framework.

I have taken the courtesy to forward you a copy of my report which I presented to my Council on the matter.

...../2

I-8c

Mr. A. T. C. McNab, Chairman  
Toronto Area Transit Operating Authority  
Page 2

July 3, 1975

I would like this letter and the accompanying report dealt  
with at the next public meeting of TATO.

Yours truly,

MLD:sn  
Encl.

M. L. Dobkin, M. D.  
Mayor

c.c. P. V. Godfrey, Chairman  
Municipality of Metropolitan Toronto

G. E. Wright, Chairman  
Regional Municipality of York

L. H. Parsons, Chairman  
Regional Municipality of Peel

Mr. Steven Lewis  
Mr. Robert Nixon  
Mr. Doug Kennedy  
Premier William Davis

NEW PEEL DEVELOPMENT CONSULTANTS  
NEW PEEL DEVELOPMENT CORPORATION LTD.  
NEW PEEL INDUSTRIAL PARK LTD.  
GLEN LEVEN PROPERTIES LTD.  
EUGENIA DEVELOPMENTS LTD.  
EDWARD SMALL & SON LIMITED  
WATSONIA DEVELOPMENTS LTD.

NEW PEEL  
DEVELOPMENTS



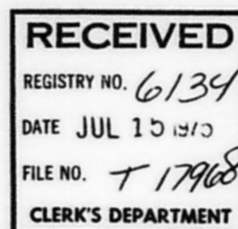
202 THE BRAYLEY BUILDING

230 LAKESHORE RD. E. PORT CREDIT

RE  
I-9  
278-0624

July 14th, 1975.

Mr. T. L. Julien,  
Deputy Clerk,  
City of Mississauga,  
Clerk's Department,  
1 City Centre Drive,  
Mississauga, Ontario.



Dear Sir:

Re: Name of Subdivision - Glen Leven Subdivision Phase 2  
T - 17968  
Town File No: P.N. 74-096

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings etc., and the cost incurred by the City in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (5 % for a maximum of \$10,000.00).

...2  
NOTIFICATION OF PRESERVING A  
RESIDENTIAL SUBDIVISION LOCATED  
SOUTH OF LAKESHORE, WEST OF BEXHILL  
TO BE RECEIVED.



I-9a

4. To indemnify the City, its employees, servants and agents (and the Hydro Commission and Water Commission), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the preservicing, and the owner undertaking the construction of the work within the proposed subdivision .
5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of this land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the City to be a charge upon the owner.
6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the Town Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours very truly,

*W.E. Small*

William E. Small.  
WES/dm

*Sent to Council*

## Switzer & Associates

Barristers and Solicitors

Telephone 270-3001  
Area Code 416

Suite 303  
77 City Centre Drive  
Mississauga, Ontario  
L5B 1M5

I-10

18th July, 1975.

Mayor M. L. Dobkin,  
and Council,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Sirs:

Re: Melba Construction Ltd.,  
and re registration of  
Plan of Subdivision T-24717  
Your File: P.N. 74-038

Please be advised that I am solicitor for the  
above mentioned company.

You may take this letter as formal application  
by the company to Council for the City of Mississauga for  
Council to pass a by-law authorizing the Mayor and Clerk  
of the said City to execute all documents pursuant to the  
said Company registering a plan of subdivision.

It is hoped that this by-law may be before  
Council for consideration on the 28th of July, 1975.

Yours very truly,

SWITZER & ASSOCIATES

*John H. Switzer*  
John H. Switzer, Q.C.,

JHS:ej  
cc. Clerk, City of Mississauga  
Mr. Eric Hanson

RECEIVED
REGISTRY NO. 6452
DATE JUL 23 1975
FILE NO. T24717
CLERK'S DEPARTMENT

ENGINEERING REQUIREMENTS  
HAVE NOT BEEN MET

# Switzer & Associates

Barristers and Solicitors

Telephone 270-3001  
Area Code 416

I-11

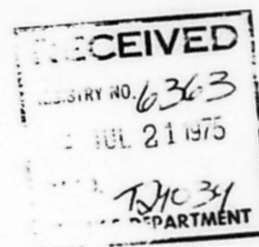
Suite 303  
77 City Centre Drive  
Mississauga, Ontario  
L5B 1M5

18th July, 1975.

Council of the City  
of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Sirs:

Re: Urban Equities Limited and  
re Sherwood Forrest and re  
plan of subdivision T-24034  
and re pre-servicing



Please be advised that I am solicitor for Urban  
Equities Limited.

You may take this letter as a formal application  
to Council for a simple resolution authorizing the Company, at  
its own risk, to commence pre-servicing of the subject lands in  
around the 18th of August, 1975, prior to registration of the  
plan of subdivision.

You may take this letter also as an application  
pursuant thereto for permission to build 12 model homes on the  
subject lands in around the 1st of September, 1975, subject,  
of course, to approval of plans and specifications by the  
Building Department for the City of Mississauga and further  
conditional, of course, on Urban Equities Limited undertaking  
that the said homes will not be occupied for model suite purposes  
prior to connecting all external services and prior to installation  
of a "builder's road".

Yours very truly,

SWITZER & ASSOCIATES

John H. Switzer, Q.C.,

JHS:ej

RESOLUTION AVAILABLE

CITY OF MISSISSAUGA  
MANAGER'S OFFICE  
RECEIVED 12:05

JUL 21 1975

DEPARTMENT	ACTION	INFO.	SEEN
MANAGER			
BUILDING			
CITY			
ENGINEERING			
FIRE			
LEGAL			
PLANNING			
REC. & PARKS			
TRANSIT			
TREASURY			

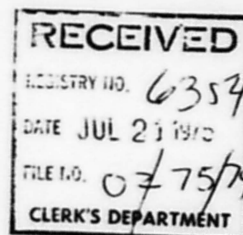


I-12

from the Office of the Mayor  
MARTIN L. DOBKIN, M.D.

July 15, 1975.

Mr. L. B. Moore,  
President  
Mississauga-Oakridge Residents Association,  
1546 Bunsten Avenue,  
Mississauga, Ontario.



Dear Mr. Moore:

Thank you for your letter of July 7, 1975, and the enclosed economic study which your group had carried out on the Springbank-Mississauga Road town house site.

I congratulate your Residents Association for undertaking an economic analysis.

I understand that the developer has made application with the Ontario Municipal Board in order to seek approval for a town house proposal.

I shall pass on your brief to the Council and the City Solicitor.

I support the position of the Mississauga Residents Association in their effort to deny town house development on this site.

I stated in my election campaign that I shall not support a re-zoning application in an established neighbourhood when the majority of the residents are opposed to it.

Yours truly,

RELATED MATERIAL AVAIL-  
ABLE IN CLERK'S FILE.  
TO BE RECEIVED

Martin L. Dobkin  
Mayor

MLD/c  
c.c. Mr. B. Clark  
City Solicitor

1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2 TELEPHONE (416) 279-7600



3361 Verhoeven Drive,  
Mississauga, Ontario  
July 10, 1975

I-13

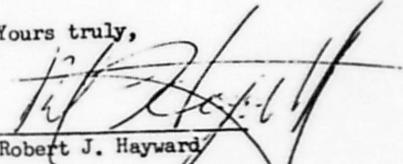
Mayor M. Dobkin,  
Mississauga, Ontario

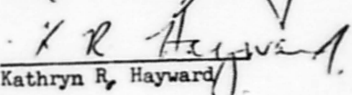
Dear Mayor Dobkin:

We support your position in the Rockwood matter and hope  
that you will continue to resist all pressure tactics by non residents  
for benefits at the expense of those already living in Mississauga.

<b>RECEIVED</b>	
REGISTRY NO.	
DATE	JUL 21 1975 6353
FILE NO.	M-56-62
CLERK'S DEPARTMENT	

Yours truly,

  
Robert J. Hayward

  
Kathryn R. Hayward

RJH/krh

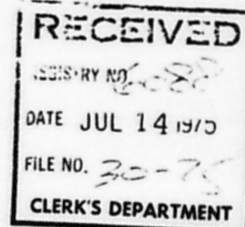
TO BE RECEIVED

**MISSISSAUGA SYNCHRONIZED SWIMMING CLUB**

*E14*

1428 Strathy Avenue,  
Mississauga, Ontario.  
July 9th, 1975.

Mr. Richard E. Belford, A.M.C.T.,  
Secretary, Grants Committee,  
The Corporation of the City of Mississauga,  
1 City Centre Dr.,  
MISSISSAUGA, Ontario.  
L5B 1M2.



Dear Mr. Belford:

Re: Your File - Grants - 30-75

I was very pleased to receive your letter of July 8th advising that our Club had been awarded a grant of \$1,000. for the coming year.

Our entire executive joins me in thanking City Council for this consideration and assure you that it will greatly help us in the administration of our Club this year.

Please express our gratitude to Council.

Thank you.

Sincerely,

*Pat Stewart*

Mrs. Pat Stewart, President,  
Mississauga Synchronized Swimming Club.

c.c. Mr. E.M. Halliday  
Mr. R.J. Smith

TO BE RECEIVED

*Send to Council*  
July 14, 1975

I-15

Honorable M.L. Dobkin,

I received the enclosed "Pink" literature in my mailbox and was more than surprised to read that in addition to selling Condominiums the literature was also selling the idea that a Landlord is someone you should say goodbye to. Now, I as a landlord constitute this as hate literature and this is definitely against the law.

The brochure also indicates the Government of Ontario is co-operating with the development, therefore, literature of this nature should be approved by the Government making certain no one is offended by sales gimmicks or sales aids of this nature.

In other words, if you have something to sell, **SELL IT**, but not at the expense of someone else.

Yours sincerely,

*T.J. Jankowski*  
T.J. Jankowski,  
Landlord,  
Riverside Apartments,  
11 John Street, South,  
Apartment 304,  
Mississauga, Ontario  
278-1004

TO BE RECEIVED





## Get two Government Grants and say goodbye to your landlord.

The Federal Government is giving first-time home buyers \$500.  
The Government of Ontario is giving Ontario home buyers \$1,500.  
That's a total of \$2,000 in government grants and rebates.

And that's more than what you'll need for a down payment on a home of your own at Kensington Place.

So, if you and your wife have a combined annual income of \$11,400 (about \$219 a week) chances are you can start building equity in your own home instead of paying rent.

Visit our sales office and model home display today.

Take Highway 401 to Airport Road. Go north on Airport Road to Highway 7. West on Highway 7 to Bramalea Road. Sales office is one block south on Bramalea Road.

Tel: 454-1043. Open: Weekdays 10 a.m.-9 p.m.  
Weekends 10 a.m.-6 p.m.



### Kensington Place Condominiums



Ministry of Housing  
Ontario Mortgage Corporation

An O.H.A.P. community developed by  
Bramalea Consolidated Developments Limited  
in co-operation with The Government of Ontario





Ontario  
Housing  
Corporation

Ministry of  
Housing

416/966-3600

101 Bloor Street West  
Toronto, Ontario  
M5S 1P8

July 22, 1975

Mrs. H. McCallion  
Chairman, Planning Board  
Town of Streetsville  
P.O. Box 460  
Streetsville  
Mississauga, Ontario

*up to  
data records?  
HME*

Dear Mrs. McCallion:

Re: Streetsville OH.2 - 30 Senior Citizen Units

The Corporation is in receipt of a resolution from over two years ago which calls for the construction of 30 senior citizen units in Streetsville. Over that period we have diligently sought to acquire a suitable site and our efforts until now have proved unproductive.

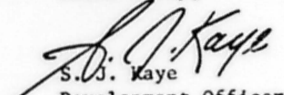
A proposed site of 0.80 acres has been approved for purchase by our Board of Directors and is located at William Street, Queen Street and Caroline Street. The present owner is Wm. Arch and Sons Building and Construction Limited. As we have agreed to close out this transaction, which involves considerable monies, it is imperative that certain information be obtained relevant to the subject lands development.

The site is presently zoned TR-4 which is a transitional zoning regulating the land uses. Therefore, an amendment to the by-law will be required to permit our proposed senior citizen project. Could you advise what steps are now required to re-zone this site - is this a site plan by-law which requires us to submit and have approved a suitable site plan for development or can this zoning amendment go direct to Council?

Because of the high land cost, it is essential that the property be developed to its maximum use in terms of units and we therefore will propose a 60 unit 6-storey building with parking for 17 cars.

I would be pleased to hear from you at your earliest convenience regarding the above matters.

Yours truly,

  
S.J. Kaye  
Development Officer  
Central Region

SJK/lis



Ontario  
Housing  
Corporation

Ministry of  
Housing

416/966-3600

101 Bloor Street West  
Toronto, Ontario  
M5S 1P8

July 23, 1975

Mrs. H. McCallion  
Chairman  
Planning Board  
Town of Streetsville  
P.O. Box 460  
Streetsville  
Mississauga, Ontario

Dear Mrs. McCallion:


Re: Streetsville OH.2 - 30 Senior Citizen Units

There is an issue regarding the above project which I neglected to bring to your attention in my letter to you of July 22, 1975. It involves capital contributions or more commonly, municipal levies, as they apply to current developments.

Mr. A. West of our Land Acquisition Branch advises that he has spoken to you on this matter and that the possibility exists that Municipal Council will agree to waive any imposts applicable to the proposed 60 units in favour of the Corporation.

I trust you can inform me further on this subject.

Yours truly,

  
S.J. Kaye  
Development Officer  
Central Region

SJK/ls



**CREDIT VALLEY CONSERVATION AUTHORITY**  
MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER  
P.3.1.

July 21, 1975

The City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Attention: City Clerk

Dear Sir:

Re: Cooksville Creek Channelization  
Lakeshore Road to Lake Ontario

The Executive Committee of the Credit Valley Conservation Authority at their meeting held July 11, 1975 adopted the following resolution:

"Whereas the Contractor, Disher-Farrand Limited, is the lowest bidder for the channelization of Cooksville Creek from Lakeshore Road to Lake Ontario and whereas the Consultant, The Kleinfeldt Group, have recommended same;  
BE IT, THEREFORE, RESOLVED that Disher-Farrand Limited, Willowdale, Ontario be accepted at the tender bid of \$426,317.73 and a contract be entered into upon the approval of the Ministry of Natural Resources."

It is anticipated that the Contractor could be on site by the end of July. The project will be substantially completed in 18 weeks from commencement of construction. The channel will be a continuation of and the same construction as that lying north of Lakeshore Road which is a gabion-lined channel.

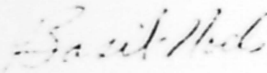
....continued

- 2 -

July 24, 1975

Should you have any questions concerning this project,  
please do not hesitate to contact me.

Yours very truly,



Basil Noels  
Project Director

BN/gc

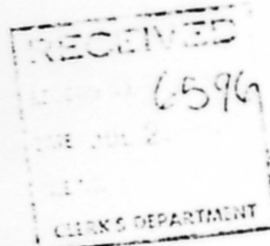
cc: Regional Municipality of Peel



## The Regional Municipality of Peel

July 23, 1975.

Mr. T. L. Julian,  
Deputy Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2



Dear Sir:

Subject: Watermains, Queen, Pine and  
Church Streets, Streetsville,  
Our Reference PW-242-75

I am enclosing for your information a copy of a report from the Commissioner of Public Works regarding the installation of watermains on Queen, Pine and Church Streets, in the former Town of Streetsville. This report was considered by the Public Works Committee on July 2, 1975. Council on July 10, 1975 approved the following recommendation of the Public Works Committee:

"That the following watermains be constructed:

- a) a 16" watermain on Queen Street from Reid Drive to Pine Street.
- b) a 16" watermain on Pine Street from Queen Street to Church Street, a distance of 350' more or less,
- c) a 16" watermain on Church Street from Pine Street to Main Street, a distance of 500' more or less,

And further that the cost of the works estimated at \$175,000.00 be financed as a 1975 Capital Works project with the source of financing to be debentures,

contd. -2-

**Region of Peel**

- 2 -

And further that McCormick, Rankin & Associates Limited be retained for the design and construction supervision of the water facilities and that an agreement in this regard be approved."

*Richard L. Frost*

Richard L. Frost, M.A.,  
Regional Clerk.

*D.H.*  
DAH

encl

cc: W. J. Anderson, Commissioner of Public Works

17

## The Regional Municipality of Peel

June 24, 1975  
File 75-040  
75-039

Chairman and Members  
Public Works Committee  
Regional Municipality of Peel

Re: 16" watermain construction on Queen,  
Pine and Church Street, Streetsville

We are presently tendering the construction of a 16" watermain on Queen Street and an 8" watermain on Barbertown Road to service the area south of Streetsville and provide fire protection to McCarthy Mills. These watermains will be supplied by local 6 and 8" pipes.

To provide the necessary flows and water requirements in the Streetsville area as well as meet the fire demands of McCarthy Mills, it is recommended that we construct the following watermains in conjunction with the proposed reconstruction of Queen Street.

1. A 16" watermain on Queen Street from Reid Drive to Pine Street, a distance of 2450' more or less.
2. A 16" watermain on Pine Street from Queen Street to Church Street, a distance of 350' more or less.
3. A 16" watermain on Church Street from Pine Street to Main Street, a distance of 500' more or less.

The total cost of this work is estimated at \$175,000.00.

### IT IS RECOMMENDED THAT:

1. The following watermains be constructed:
  - a) a 16" watermain on Queen Street from Reid Drive to Pine Street.
  - b) a 16" watermain on Pine Street from Queen Street to Church Street, a distance of 350' more or less.
  - c) a 16" watermain on Church Street from Pine Street to Main Street, a distance of 500' more or less.

Region of Peel

17-2

Page 2  
Chairman and Members  
June 24, 1975

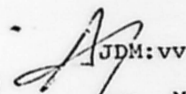
2. The cost of the works are estimated at \$175,000.00 to be financed as a 1975 Capital Works project as recommended by the Commissioner of Finance.
3. McCormick, Rankin & Associates Limited be retained for the design and construction supervision of the water facilities and an agreement in this regard be approved.

AGREED.

 C.A.O.



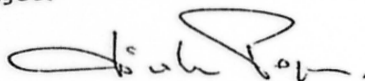
W. J. Anderson  
Commissioner of Public Works

 JDM:vv

cc: Mr. R. L. Frost

June 25, 1975.

The source of financing is to be debentures. As the project now entails a net expenditure \$75,000 greater than that envisaged in the 1975 Capital Budget, it is recommended that the Commissioner of Public Works report to Committee and Council on reductions, deletions or deferrals, to a total of \$75,000 of other projects in the 1975 Waterworks Capital Budget.



Dirk Peper,  
Treasurer and Commissioner  
of Finance.

PM/rb

The recommendation of the Commissioner of Finance will be fully satisfied if the Committee and Council endorses the recommendation in a separate memorandum of June 25th from the Commissioner of Works with respect to water main construction on Steele's Avenue. As C.A.O. I am, therefore, endorsing both recommendations.

 C.A.O.



CREDIT VALLEY  
CONSERVATION  
AUTHORITY



**CREDIT VALLEY CONSERVATION AUTHORITY**  
MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER  
21T-25070

June 6, 1975

City of Mississauga  
Municipal Office  
1 City Centre Drive  
MISSISSAUGA Ontario  
L5B 1M2

Attention: Mr. D.R. Turcotte  
City Clerk

Dear Sir:

Re: Erin Mills Subdivision NBHDS 107-8

Further to our letter dated April 14, 1975, the Credit Valley Conservation Authority wishes to bring to the attention of council the following information regarding Sawmill Creek which passes through the above subdivision.

The position of the Credit Valley Conservation Authority is outlined in the minutes of May 12, 1975 meeting held at the Authority's offices. The position is in concurrence with the resolution 37EC75 which we outlined in our April 14, 1975 letter to the City of Mississauga.

Further, there was another meeting held on May 13, 1975 at the City offices with representatives from Cadillac Fairview and the City Engineering staff. Under points 4(f) and (g) of the enclosed minutes, the City Engineer concurred with the developer's opinion on the diversion of flow from the west branch to the east with no flow being maintained in the west.

The Credit Valley Conservation Authority still maintains that the points outlined in the May 12, 1975 minutes are valid in that it would be desirable to maintain a natural flow and the natural valley lands of the westerly branch of Sawmill Creek.

The Credit Valley Conservation Authority's intention is not to obstruct the processing of this development but wishes its stated viewpoint to be put on record. The Authority staff has stated that a design can be made to maintain a natural flow in the west branch if the watercourse upstream of Highway 403 is utilized for natural drainage. The invert of approximately 15 feet is required only if the entire basin north of 403 is to be buried.



June 6, 1975

City of Mississauga  
Att: Mr. D.R. Turcotte, City Clerk  
Re: Erin Mills Subdivision NBHDS 107-8  
21T-25070

We hope that the City would instruct the Engineering Department to undertake a careful study of the storm drainage scheme for future development north of the proposed Highway 403. Natural drainage should be utilized wherever possible and every effort made to reduce the rate of runoff in order to reduce erosion problems downstream.

Yours truly,

*A.R.V. Ribeiro / per rb*

A.R.V. Ribeiro, P.Eng.  
Director of Conservation  
Services

ARV:rb

enc. 2

c.c. Mr. T. Kurtz, P.Eng. Conservation Authorities Branch

CITY OF MISSISSAUGA  
Engineering and Works Department

May 22, 1975.

Minutes of a Meeting held on Tuesday, May 13, 1975, in Committee Room 4  
of the Engineering Department at the City of Mississauga.

The following persons were present:

Mr. C. Cunningham	-	Cadillac Fairview Corp. Ltd.
Mr. J. Ellison	-	Cadillac Fairview Corp. Ltd.
Mr. G. Coffey	-	Proctor & Redfern Ltd.
Mr. A. R. V. Ribeiro	-	C.V.C.A.
Mr. W. P. Taylor	-	City of Mississauga
Mr. K. Cowan	-	City of Mississauga
Mr. M. A. Millard	-	City of Mississauga
Mr. S. D. Lawson	-	City of Mississauga

RECEIVED

MAY 27 1975

CREDIT VALLEY  
CONSERVATION AUTHORITY

The purpose of the meeting was to discuss the proposed improvement works to  
be carried out in the Sawmill Creek pertaining to the development of Cadillac  
Fairview's lands within its drainage shed.

Our Files: P.N. 73-150; P.N. 75-078;  
P.N. 73-071; P.N. 74-162.

The following items were discussed:

1. A summary of the design principles for the diversion of the westerly  
branch and the easterly branch was made by Mr. Coffey and Mr. Ellison.
2. Mr. Ribeiro reviewed certain expected quantities and relative velocities  
of flow in the easterly branch of the Sawmill Creek north of the point of  
confluence and it was indicated that with the urbanization of the upstream  
portions of the drainage shed of both these watercourses and with the  
diversion taking place itself, that the expected water quantities and  
velocities would be quite significant in the proposed non-improvement  
sections of this watercourse within the existing valley lands. Mr.  
Ribeiro indicated that the expected quantities to cause flow in the  
secondary channel (200 c.f.s.) would occur at substantially greater  
frequencies than at the present time with the watershed being undeveloped  
and of course non-diverted. He expressed particular concern of erosion  
with the proposed lots of the neighbourhoods between the proposed Highway  
#403 and Burnhamthorpe Road backing onto these existing valley lands.

3. Mr. Taylor made the recommendation that an independent Engineering Consultant be retained by the City to evaluate the design principles and detailed engineering drawings that the Consultant for the developer, being Proctor & Redfern, have already prepared and comment on this information on behalf of the City. It was indicated by Mr. Taylor that at the present time there was not sufficient staff at the City to peruse the information in the detail required within a reasonable period of time and that it was therefore in the interests of Cadillac Fairview to have this Consultant engaged for such an appraisal to be carried out as soon as possible. The entire length of the Sawmill Creek, including its branches would be evaluated by this independent Consultant.

Mr. Taylor also suggested that Proctor & Redfern evaluate the practicality of continuing the diversion of the westerly branch into the easterly branch at the proposed Highway #403 alignment further easterly in an enclosure and southerly along or adjacent to the alignment of Erin Mills Parkway and outletting this diverted flow downstream of the existing point of confluence. Mr. Taylor also requested Proctor & Redfern to take a look at the possibility of diverting the flows of the whole of the Sawmill Creek easterly directly into the Mullet Creek, this watercourse in its natural state having in comparison a much larger drainage area, the upper portions of which having already been diverted directly into the Credit River in the Streetsville area.

The improvement works required on the Sawmill Creek between the New Burnhamthorpe Road alignment down to Glen Erin Brook would be carried out through the servicing of the Cadillac Fairview neighbourhoods 101 and 106.


4. The following, in point form, is a summary of various questions raised in discussion at this meeting:
  - (a) It was stated that in order to control the erosion, substantial channelization would probably be required on the existing watercourse of the Sawmill Creek with or without the diversion taking place.
  - (b) It was indicated that the probable improvement works to the branches of the Sawmill Creek, north of the proposed Highway #403, this watercourse presently being within lands owned by Cadillac Fairview, would be in the nature of storm sewer enclosures.



- (c) A distinction was made by Mr. Ribeiro between water capacity and water storage capability of the existing valley lands of the Sawmill Creek. He indicated that the easterly channel probably had the capacity to provide drainage for 100 year return period storm but that the westerly channel north of Burnhamthorpe Road, having a less well-defined valley land, i.e. a greater flood plain area, therefore had greater storage capacity.
- (d) It was indicated that in the easterly branch of the Sawmill Creek between the New Burnhamthorpe Road and proposed alignment of the Highway #403, that the embankment walls of the valley lands were substantially composed of a clay-like till material and that there were presently six problem areas that would have to have embankment stabilization works as part of the proposed minimal channelization works. (It was suggested that these stabilization works be in the form of gabion basket retaining walls.)
- (e) It was indicated by Mr. Ribeiro that with the maintenance of a flow in the westerly branch of the Sawmill Creek that the frequencies that the secondary channel of the easterly branch would be required to carry a flow, would be substantially reduced and that therefore the erosion problems to the embankments of the valley lands would be also substantially reduced.
- (f) It was indicated by representatives of Cadillac Fairview that it was impossible to maintain a flow in the westerly branch of the Sawmill Creek because of the depths of the enclosure for the diversion, the future crossing of the Highway #403 and of the future enclosure of the upstream portion of the watercourse.
- (g) The conclusion reached by Mr. Taylor was that because of the impracticality of maintaining a flow in the westerly branch of the Sawmill Creek that the developer would not be required to do so. He in fact felt it desirable from a land use point of view not to have the problem of maintaining a flow in the westerly branch, thus allowing the lands presently in the vicinity of this existing watercourse to remain in their natural state, no improvements being required to conduct a flow of any quantity.

/Cont'd  
Page 4  
Re: Mtg of May 13/75

- (h) It was maintained by Mr. Ellison that Cadillac Fairview presently had an easement document that he felt provided the developer with sufficient authorization to enter upon Mr. Dunn's property for the construction of any necessary sanitary and storm sewer trunk works. (It was Mr. Ribeiro's opinion, as expressed at another recent meeting, that the existing easement document would be invalid with the diversion of another watercourse through his lands - this according to the Drainage Act of Ontario).

  
S. D. LAWSON, P.ENG.  
Subdivision Control Engineer.

SDL;psp

DISTRIBUTION: Mr. A. R. V. Ribeiro - C.V.C.A.  
Mr. W. P. Taylor  
Mr. M. A. Millard  
Mr. S. D. Lawson

FILES: As noted

CITY OF MISSISSAUGA  
Engineering and Works Department

May 12, 1975.

File: FN 74-162; 73-071

Minutes of a Meeting held on Monday, May 12, 1975, in the offices of  
the Credit Valley Conservation Authority in Meadowdale.

The following persons were present:

Mr. A. R. V. Ribeiro	- Credit Valley Conservation Authority
Mr. L. G. Tanute	- City of Mississauga
Mr. S. D. Lawson	- City of Mississauga
Mr. Blyleven	- City of Mississauga

The purpose of the meeting was to discuss the improvements to take place  
on the various branches of the Sawmill Creek pertaining to the development  
of Cadillac Fairview lands within the drainage shed of its watercourse.

The following items were discussed:

1. It was made clear by Mr. Ribeiro that he had indicated to Mr. M. Couse of Proctor & Radfern recently in the past, that he did not refuse to discuss the works pertaining to the Sawmill Creek, but had indicated to him that he did not wish to discuss the Sawmill Creek diversionary works etc. until he had first discussed these items with representatives of the City of Mississauga.
2. Mr. Ribeiro indicated that a flow should be maintained in the westerly branch of the Sawmill Creek from the proposed alignment of the Highway #403 down to Burnhamthorpe Road for the following reasons:
  - (a) To reduce low flows in the easterly branch of the Sawmill Creek, these occurring at significant frequencies, and thereby reducing the degree of erosion that would take place in these easterly watercourse valley lands.
  - (b) From a Conservation Authority's point of view it would be desirable to both maintain a flow and to maintain the natural valley lands of the westerly branch of the Sawmill Creek.

It was indicated that if Cadillac Fairview were to enclose the westerly branch of the Sawmill Creek north of the #403, it would be very difficult if not impossible to maintain this "maximum annual flow" in the westerly branch of the Sawmill Creek, because of the relative head conditions.

RECEIVED

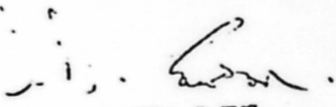
*CMV*  
MAY 15 1975

CREDIT VALLEY  
CONSERVATION AUTHORITY

.....2



3. It was acknowledged that Cadillac Fairview were intending on retaining the riparian flow in the areas external to the lands owned by themselves.
4. It was indicated by Mr. Ribeiro that if Cadillac Fairview were to carry out minimal or no improvements on the easterly branch of the Sawmill Creek, with or without the proposed diversion taking place at the #403, that it should be evaluated as to whether or not certain lots and blocks should be pushed back from the existing watercourse valley lands to ensure their stability. It was indicated that with the increased flows in this branch of the Sawmill Creek, with the urbanization of the upstream drainage lands and with the increased flows from the diversion of the westerly branch into the easterly branch should this take place, that erosion may cause the existing valley walls to be quite substantially pushed back from their existing locations.
5. The requirement of the maintaining of a watercourse along the westerly Sawmill Creek branch through Neighbourhood 107B of the Cadillac Fairview lands would probably require some revisions to the presently proposed draft plan to accommodate this watercourse either in its partially natural state or in a substantially channelized section.
6. It was indicated by Mr. Lawson that at a meeting to be held with the representatives of Cadillac Fairview and their Consulting Engineers, Proctor & Redfern on Tuesday, May 13, 1975, that it would be indicated that the City would be engaging a Consulting Engineer to evaluate in substantial detail the previous report prepared by Proctor & Redfern on the Sawmill Creek and approved in the past by representatives of the City in principle with respect to these proposed minimal improvements to take place on the various branches of this watercourse.
7. It was indicated that minimal improvements on the upstream portions of the Sawmill Creek on its various branches, would cause substantial siltation problems on downstream portions of this watercourse, even in already channelized sections of same and that the City would be evaluating this situation with respect to its final approval to be given as to the degree of improvement works to be carried out on this watercourse.
8. It was indicated by Mr. Ribeiro that whenever approvals were given in the past by various individuals of the Conservation Authority or the Ministry of Natural Resources for the minimal improvement concept or for the diversion concept, were approvals in principle only, detailed information not being available at that time. He also suggested that perhaps the persons that have given approval in the past were not authorized to give such approvals.

  
S. D. LAWSON, P.E.G.,  
Subdivision Control Engineer.





TO BE DEALT WITH IN CAMERA

July 24, 1975.

Mayor & Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies & Gentlemen:

SUBJECT: TRANSIT MAINTENANCE FACILITY SITE

ORIGIN: Results of Resolution #462 adopted by Council  
on July 23, 1975.

COMMENTS: On Feb. 10, 1975 Council adopted Item #102  
of the General Committee's report of January  
29, 1975 as follows:

1. "That the Council for the City of Mississauga approve in principle the purchase of land and erection of a Transit Maintenance Facility, subject to the approval of The Municipal Subsidy Branch of The Ministry of Transportation and Communications and the Capital Budget of The City of Mississauga.
2. "That The City of Mississauga apply for a one hundred percent subsidy rather than the stipulated subsidy, due to the fact that T.A.T.O.A. would like Mississauga Transit

to become a major Maintenance Facility for Peel.

3. "That the Council of the City of Mississauga approve that The Transit Department in conjunction with The City Architect, be allowed to interview architects and report back to Council.

In a report to Council dated February 26, 1975, Mr. Bruce Freeman of the Property Department, outlined the following requirements for site selection:

- approximately 10 acres of land
- basically level
- square or rectangular
- near Mavis Road and Burnhamthorpe Road
- preferably on an existing Transit Line
- building to be completed by or before December 1, 1975
- any proposal must be subject to M.T.C. and T.A.T.O.A. approval

Mr. Freeman's report stated that three sites had been selected and gave the details of each as to the advantages and disadvantages. The sites may be referred to as (i) The Burnhamthorpe Site (ii) The Mavis Road South Site, and (iii) The Mavis Road North Site. After a process of

selection and elimination, the site located on Burnhamthorpe Road, between Wolfedale Road and Station Road was selected. Since that time however, another parcel of land has come on the market which more fully suits the requirements of The Transit Department. There is no other suitable parcel of land of which we are aware, and the Transit Terminal Site should be selected from the following two parcels of land:

SITE 1

LOCATION

South side of Burnhamthorpe, between Wolfedale Road and Station Road.

SIZE

Irregular shape 8.12 acres.

PRICE

Approximately \$90,000 per acre or \$730,800 total.

DEPARTMENT COMMENT

Suitable Transit Terminal could be constructed, including the expansion capabilities to house a fleet of 200 vehicles. This parcel of land can be obtained by the means of expropriation.

SITE 2

LOCATION

North side of Gillian Street, which runs west off of Wolfedale Road.

SIZE

Approximately 10 acres, rectangular shape.

PRICE

\$80,000 per acre or \$800,000 total.

DEPARTMENT COMMENT

This site is approximately 610' x 680' and would provide greater flexibility in the terminal design, including the capabilities of expansion. The owners of this site would negotiate the sale price.

Mr. Bruce Wilkinson is of the opinion that the estimated costs of each of these parcels of land are realistic.

Attached to this report is a map showing the two locations and their approximate size and shape. Both properties fit the requirements of The Transit Department, but it should be pointed out that Site 2, being rectangular, and having two extra acres of land, would provide greater flexibility in building design, provide for future expansion, and achieve present operational benefits. After reviewing the two sites, the Transit Department would prefer Site 2, therefore, recommend that:

RECOMMENDATION:

1. Council approve the selection of Site 2, located on Gillian Street, but in the event that Site 2 is not available, Site I shall be obtained.
2. Council authorize the Director of Real Estate to prepare an offer to purchase or to expropriate the said lands comprising of Site 2.
3. That prior to commencing expropriation proceedings or committing the City to an offer to purchase, this Resolution be presented to the Ministry of Transportation and Communications for its approval.



- 5.-

4. That the existing retainer of the architectural firm of Moffet and Duncan be continued and expanded with instruction to design a Transit Terminal of suitable size and facilities for the approval of Council prior to calling of public tenders.

Respectfully submitted,



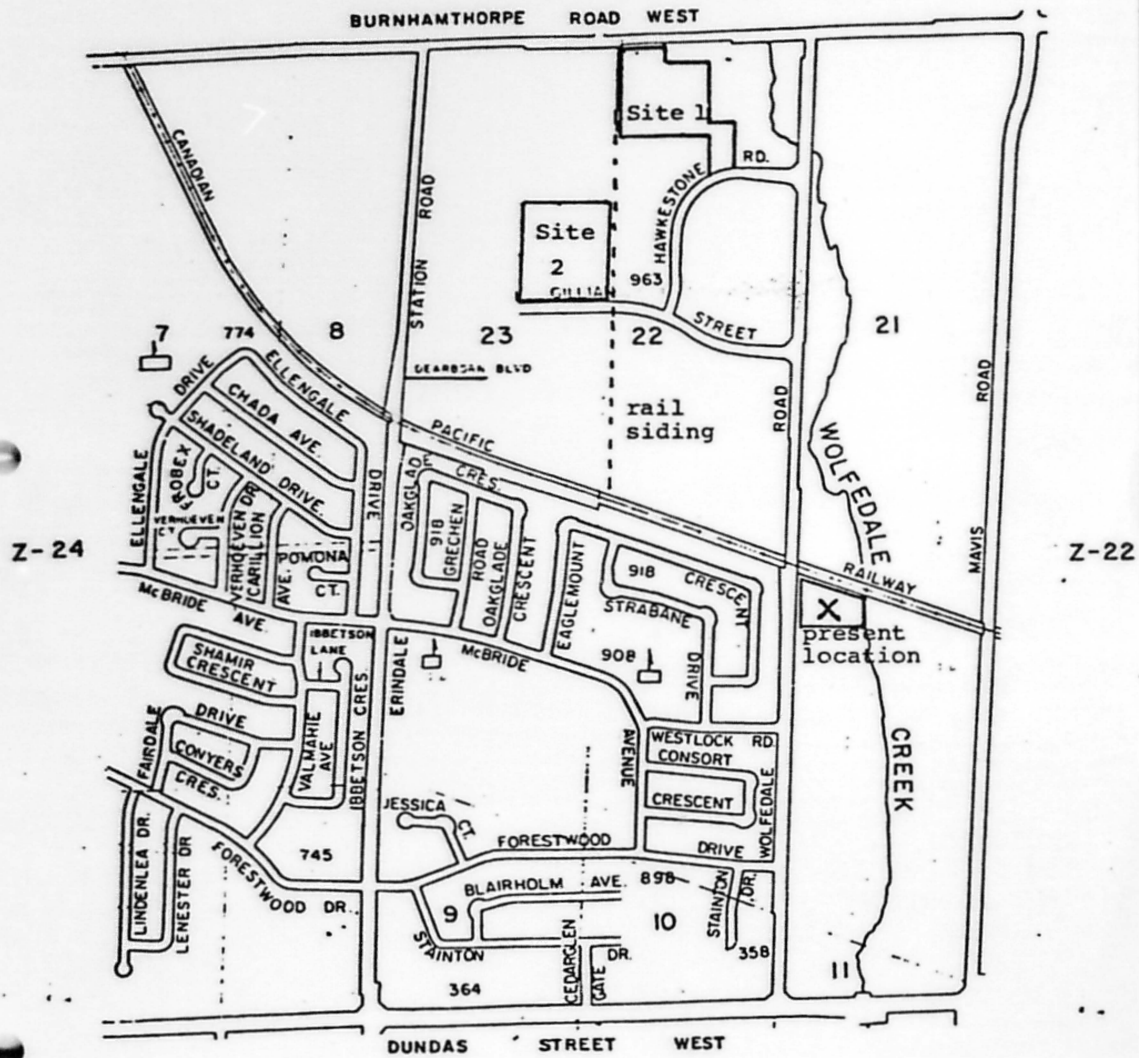
E. J. Dowling,  
Transit Manager.

EJD/mf

Att.

Site 2: approx. 10 acres

**BURNHAMTHORPE ROAD WEST**



**Z-16**